

SHAKING OFF MID-SUMMER DULLNESS

Real Estate Business Not Active Yet, but Shows Good Increase.

SUBURBAN VALUES CONTINUE TO LEAD

Many New Buildings Going Up Both in City and Suburbs—Dealers Expect the Greatest Fall Season in Ten Years.

Though some increase in the buying and selling of lots in the city was shown last week, the real estate business has not yet shaken off the mid-summer dullness. This being the renting season, however, the agents are doing an active business in getting their houses filled for the winter. It is a noticeable fact that many of the occupants who had given notice that they would vacate have in account of the scarcity of suitable houses for rent, taken down the signs on their houses and decided to retain them for the winter. Many of the lots bought last spring and in the early summer are being improved by the erection of handsome homes, the owners thus giving work to much labor which would otherwise be idle, and at the same time taking advantage of the unusually low prices for building materials.

Expect Greater Activity.
Within the next few weeks it is confidently expected that the business will pick up greatly, and that the fall season will be the greatest in the last ten years. Almost all of the agents are making unusual preparations to take care of a large number of prospective buyers. According to them, some big deals, which will result in new enterprises and new citizens for Richmond, will be consummated very soon after the season proper opens.

On the southwest corner of Park Avenue and Sycamore Street foundations are being laid for the erection of eight attractive and modern houses, which, it is said, will be the handsomest and most up-to-date yet built in this section of the city. These houses are to be original in design, and will contain every modern comfort and convenience. When these are completed they will make a total of twenty-two houses built by Messrs. C. W. and J. D. Davis within the last eighteen months, which is undoubtedly the largest number built by any contractor in the city on his own account and not for private parties.

Just beyond the Boulevard, near the "Home Place," the building activity on Grove Avenue is unusual. This seems, beyond a doubt, the coming thoroughfare in the annexed territory. Foundations are being dug on the southwest corner of Grove and Auburn Avenues for a spacious Colonial residence for Mrs. I. P. Brothers. The building will probably be completed by the early winter, and Mrs. Brothers will take possession immediately.

Auburn Avenue will soon be extended north from Grove Avenue through to Lee Annex and on to Broad Street, thus building up that part of the annexed territory beyond the Soldiers' Home and putting it in touch with fashionable Monument Avenue and tremendously increasing real estate values in that part of the city. It is understood also that Auburn Avenue will be made a broad boulevard, which will make it the most important avenue between the Rose-nath Road and the Boulevard. After the opening of this avenue the parallel streets—Hawley Street, Stuart Avenue and Kensington Street—will be opened.

Suburban Property Booms.
Even with the prospects of these street improvements, the values in this part of the annexed territory have gone up considerably. The real estate dealers are unanimously of the opinion that the property here will be among the highest in the newly-acquired districts.

Suburban property continues to boom despite the dullness of the season. The demand for lots is good, and many new buildings are going up.

In Glinter Park two more residences were started last week—by Mr. Lawton Crutchfield, on Noble Avenue, and by Mr. Charles E. Pickett, on Laburnum Avenue. Mr. Charles E. Pickett, Department of the Interior, is the purchaser of this property. His property is located on Seminary Avenue, near Walton. He will build during the coming year.

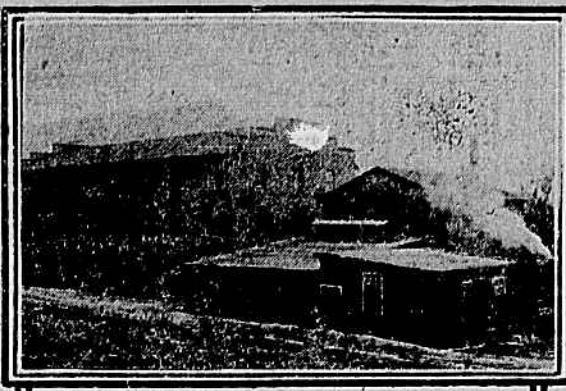
The work of paving and putting in water and sewer lines on Hawthorne Avenue, north of Laburnum Avenue, is being pushed forward with all possible speed. Lots in this section are being taken by early buyers, who appreciate the fact that values here will take a big completed. A few lots are being sold at very low prices in this section to stimulate development.

Glinter Park, with its perfect sewerage and water system, is a shining example of what such improvements will do for a new place. The location is absolutely healthy, there being no typhoid fever or other kindred diseases in the vicinity.

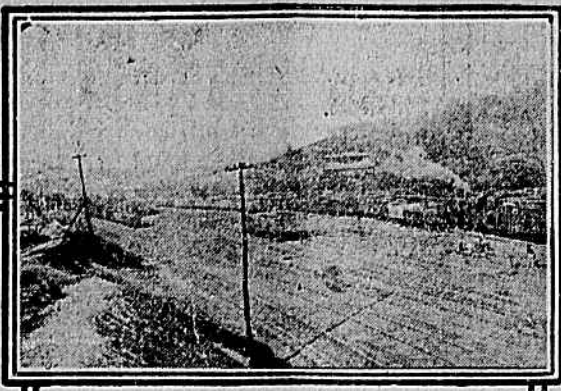
Highland Park.
Highland Park is coming more and more into prominence as one of the best of the new sections of Greater Richmond. At no time during the history of the town have agents, who have been under construction, been so successful in this locality, report a much larger demand for houses, both to purchase and rent, than can be had. Those who own homes in this suburb, and are wanting them for their own use, and are unwilling to sell for reasonable prices. The cool days of last week brought out many prospective buyers, and the indications are that when the cold weather sets in the demand will be all that could be desired. About fifteen lots are reported by the different agents as having changed hands during last week.

The new school board of Highland Park will shortly ask for an election of a new board to erect a handsome new school building, which will add much to the value of the real estate here.

SCENES IN THE THRIVING TOWN OF CLIFTON FORGE, VIRGINIA



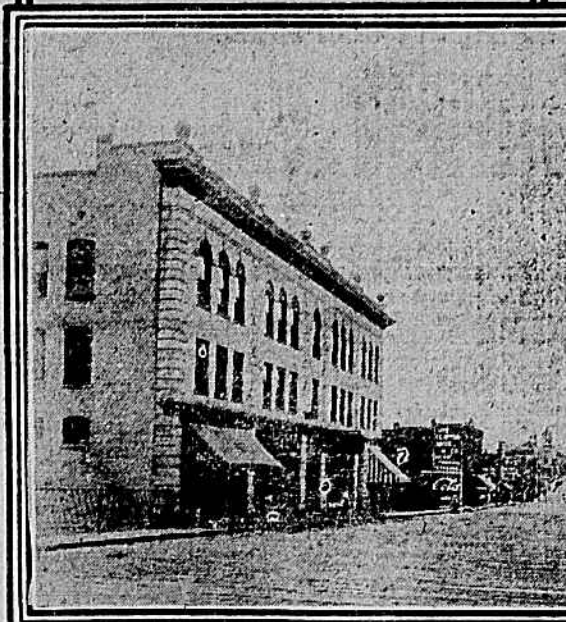
CARPENTER WOOLEN MILLS



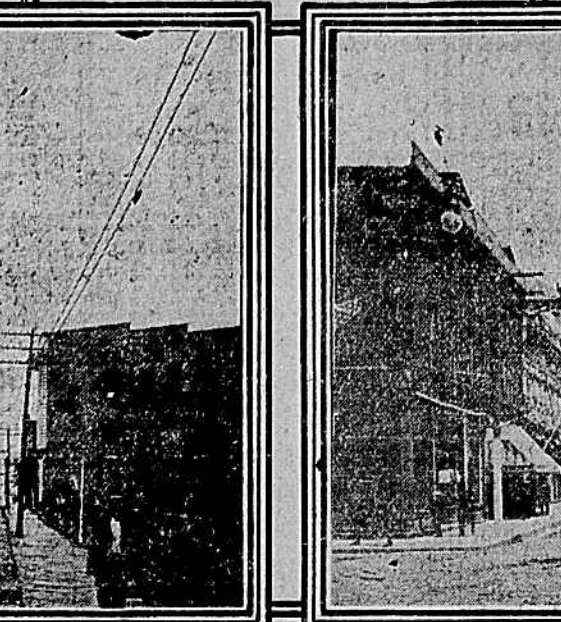
C. AND O. YARDS



WHOLESALE DISTRICT



RIDGEWAY STREET - (LOOKING WEST)



MAIN STREET - (LOOKING EAST)

VICTORIA FALLS TO BE HARNESSSED

Power Will Be Furnished for Working Rich Gold Mines of the Rand.

GREATER FORCE THAN NIAGARA

Electricity to Be Carried Over 600 Miles by Aluminum Cables.

(Copyright, 1908, by Frank G. Carpenter.)

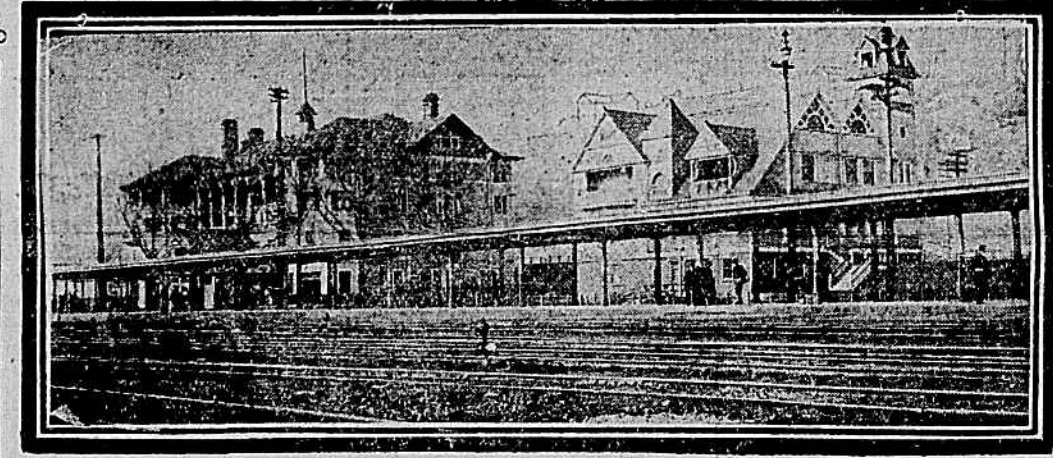
The financial arrangements for harnessing the Niagara of the Zambezi have been completed. Within the past few months a London syndicate has been formed, with a paid-up capital of \$15,000,000, and surveys are now making for the installation of one of the greatest electrical plants of the world. The various power companies of the Rand have been purchased, and the new syndicate practically controls the power possibilities of South Africa. The works which it has in operation about Johannesburg and in the gold mines will pay something like \$400,000 a year above their operating expenses, and it is planned to transmit the enormous power of Victoria Falls by wire, not only to the Transvaal but everywhere within a radius of 600 miles from this point.

Five Times as Great as Niagara.
I have already written of the beauty and grandeur of Victoria Falls. They surpass Niagara in their scenic effects, and the engineers claim that they surpass it also in the mighty force with which these millions of tons of water drop down upon the rocks. They fall with a thunder like that of artillery. The noise can be heard ten miles away, and the spray on a bright day goes up to a height of 1,200 feet in clouds or mists, which are visible for fifty miles around.

As to the exact force of the falls, this is a matter of scientific calculation. The engineers claim that they have a possibility of thirty-five million horsepower. The possibilities at Niagara will be put at seven million, and if these figures are correct, the Victoria Falls as a working force are five times as great as our own. Not only the falls themselves, but the water here, where it flows in a descent of the river through forty miles of gorges may possibly be utilized. At any rate, there is no doubt that they have here a force greater than all the demands that can be created for many years to come, and that it may be used for the building up of an industrial empire which will reach to the whole of this part of the continent.

How the Falls Will Be Used.
During my stay here I have gone with the officials of the British South Africa Company to the proposed power station and to the northern bank of the river above the falls, where the canal will be dug, which will take the water and drop it into the turbines. At some distance above the falls the Zambezi is two miles wide. It narrows to a mile before it reaches the great gorge into which it goes in one mighty drop of 400 feet. The falls are as wide as the Transvaal, and the water jumps straight down for a distance of 400 feet. By means of the canal now projected the drop will be only 350 feet, and the water will pour into ten great turbines, each of which will generate 5,000-horsepower, making 50,000-horsepower at the first installation. The machinery used is to be just the same as is now employed at Niagara, and one of the chief engineers connected with the construction is a man who has put up works at Niagara. This is Mr. Ralph D. Mer-shon, of New York, a well-known authority on the transmission of electricity at high tension. Mr. Mer-shon has said that there is no doubt that this power can be carried for a distance of 600 miles, and he speaks of the scheme as practical and profitable.

Carrying Electricity 600 Miles.
The scheme involves the carrying of the juice or electrical current for a distance of 600 miles, and it is proposed to use aluminum cables.



PASSENGER STATION & Y.M.C.A.

COST OF LIVING WILL INCREASE

Manufacturers' Record Sounds a Warning Note of Coming Labor Scarcity.

(Special to The Times-Dispatch.)

BALTIMORE, MD., August 23.—In discussing the meaning to manufacturers and others of the agricultural prosperity of the country, the Manufacturers' Record of this week calls attention to the fact that should the present parity of prices of wheat and corn above the corresponding time of last year continue through the season, the total value of the farm products for 1908 will probably exceed 1907 by \$500,000,000. The total value for four years—1905 to 1908, inclusive—will aggregate about \$28,500,000,000.

Due to High Prices.
These stupendous figures, says the Manufacturers' Record, are, however, due to the higher prices to a greater extent than to an increase in quantity. They mean, therefore, a much higher cost of living for the consumers of farm products, and this must naturally mean high wages for mechanics. This prosperity will inevitably, in the working out of economic laws, draw back to the country thousands who have heretofore sought employment in other industries. With the next revival of industrial and railroad activity we shall see a great scarcity of labor—much greater than we had in 1906 and 1907, with a higher range of wages and salaries. Under these conditions it behooves every manufacturer to get ready to meet that inevitable situation by now putting in every possible labor-saving improvement, and every business man to do now, as far as possible, whatever construction work he has planned for the future.

Must Save Labor.
Put in as soon as you can every labor-saving device, for with a return to general prosperity you will find a greater scarcity of labor than the industries of the country had to face during the last great boom.

Now, while there is an ample supply of labor, and the time to get in shape to have machinery do everything possible to lessen manual labor in the future. The demand for labor will then certainly exceed the supply, and the far-sighted man, knowing this, will take advantage of the present situation.

If you expect to build a new house or factory or to enlarge an old one, do so now.

TARIFF REVISION TO BE CONSIDERED

First Meeting of Senate Subcommittee Will Be Held Monday.

(WASHINGTON, D. C., Aug. 22.—The

first meeting of the subcommittee of the Senate Finance Committee to gather information preliminary to tariff revision will be held in Washington on Monday. This subcommittee was appointed pursuant to a resolution passed at the last session of Congress. It is composed of Senators Burrows, of Michigan; Platt, of New York; Hans-brough, of North Dakota; Hopkins, of Illinois; Money, of Mississippi, and Tallaferro, of Florida.

Senator Burrows, chairman of the subcommittee, arrived in Washington to-day, and the other members are expected to be here in time for the meeting at 10 o'clock on Monday morning. Mr. Burrows said that the meetings here would probably last three or four days, in which time the various government departments would be searched for all available statistics needed when revision of the tariff is undertaken after March 1st. The classification of duties will also be looked into here, after which the committee will go to New York, where a number of importers will be heard. Senator Burrows believes that Secretary Cortelyou will be asked to advise the committee. That Mr. Taft is certain of election is the Michigan Senator's confident prediction. He believes the Republican victory will be a repetition of that of 1904, and will entertain no contrary opinion or listen to any other suggestion.

HOTEL AT DINWIDDIE
Stock Company Formed to ERECT ONE.

DEVITT, VA., August 22.—It is understood that there is a stock company being gotten up to build a high hotel at Dinwiddie Courthouse, to cost from \$10,000 to \$15,000, and to be used as a summer resort, and as it is to be beautifully located, near a fine spring of water, supposed to contain mineral properties, there will be no doubt of its being a success.

There is a movement on foot to build a high school near here at a cost of \$4,000. This locality has been blessed by recent rains, and the crops are the best for many years, especially the corn crop. Dinwiddie Telephone Company, which is establishing lines all through the county, is progressing rapidly with the work, and the system is rendering very valuable service to the people. It connects with long distance at Petersburg, Va., so, of course, the people here are in touch with the business world.

BIG INCREASE IN ANNUAL OUTPUT

Tight Coopersage Stock Exceeds That of 1906 by Good Margin.

GIVES INTERESTING FIGURES

Products of Forest Are Now More and More in Demand.

The Bureau of the Census, with the assistance of the Forest Service of the Department of Agriculture, has for some years collected statistics concerning the annual production of various forest products, and the preliminary figures on tight coopersage stock for the year ending December 31, 1907, have just been made public.

In response to the heavy demand for forest products which extended through the major part of 1907, all industries using standing timber for their raw material showed marked activity. Both in the aggregate quantity of output and in average value per unit the reported production of tight coopersage stock exceeded that of 1906 by substantial margins. The combined production of sawed, bucked and split, hewed and beer and also staves reported was 355,232,000 pieces, against 267,827,000 pieces in 1906, an increase in quantity of 117,405,000 pieces, or 43.3 per cent., while the average value per 1,000 advanced from \$31.32 to \$33.99. The greater thoroughness which characterized the 1907 canvass of establishments engaged in the manufacture of this stock possibly accounts in some degree for the material increase indicated in the annual output.

Saved Staves.
Saved staves, which constituted by far the greater part of the total production in both years, and which are utilized chiefly in the manufacture of barrels for oil, whiskey and wine, increased in quantity from 219,534,000 pieces to 255,630,000 pieces, a gain of 106,129,000 pieces, or 48.3 per cent. This increase was accompanied by an advance in value from an average per 1,000 of \$26.18 to an average of \$27.33; staves increased from 18,352,000 pieces to 25,082,000 pieces, a gain of 6,730,000 pieces, or 36.7 per cent., the average value advanced from \$42.65 to \$50.09 per 1,000. Hewed stock, including French claret, pipe and similar grades, which requires a high quality of white oak timber as material, and which is manufactured largely for export, showed an increase in the quantity produced from 9,781,000 pieces to 12,737,000 pieces, a gain of 2,956,000 pieces, or 30.2 per cent., which was accompanied by an advance in average value from \$33.62 to \$118.50 per 1,000. The production of beer and ale stock increased from 20,170,000 pieces to 21,760,000 pieces, a slight gain of 1,590,000 pieces, or 7.9 per cent., but the average value advanced from \$42.65 to \$50.09 per 1,000. Hewed stock, including French claret, pipe and similar grades, which requires a high quality of white oak timber as material, and which is manufactured largely for export, showed an increase in the quantity produced from 9,781,000 pieces to 12,737,000 pieces, a gain of 2,956,000 pieces, or 30.2 per cent., which was accompanied by an advance in average value from \$33.62 to \$118.50 per 1,000.

Value and Figures.
In heading the total production reported was 27,692,394 sets, with a value at the mill of \$6,864,485, as against 17,774,375 sets in 1906, with a mill value of \$3,999,630, an increase of 8,918,610 sets, or 55.8 per cent. in quantity, and \$2,864,855, or 71.6 per cent. in value, the advance in average value per set being from \$3.25 to \$3.248. The fact that the average value of heading has not materially changed, while that of all classes of staves has advanced, in some cases sharply, is worthy of note. Owing to the rapidly growing scarcity of oak, from which originally both light staves and heading were made exclusively, other and

CLIFTON FORGE IS CITY WITH FUTURE

Not Entirely Dependent Upon C. & O. Road for Its Prosperity and Progress.

BOARD OF TRADE IS AN AGGRESSIVE BODY

Organization Will Soon Extensively Advertise Many Natural Advantages of This Mountain Gateway in Effort to Secure More Business Enterprises.

BY FRANK S. WOODSON, Industrial Editor.

CLIFTON FORGE, VA., August 22.—Just twenty years ago a water tank, a ticket office and a small country cross-road store comprised the town of Williamson. It was called a town, merely as a matter of courtesy, for it was not really a town, only a mountain railway station.

The Chesapeake and Ohio Railroad about that time decided to move its shops to a central point on its vast system. The shops had for many years, in fact, ever since the old Virginia Central Railroad had an existence, been located at Staunton. For various good reasons, Staunton was not considered just the place for the increased shops that the larger Chesapeake and Ohio Railroad required, and the management of that company selected what was then the village of Williamson as a site for this great establishment.

The company exercised what was then considered, and what is still regarded, as superior wisdom. Williamson, as it then was, now Clifton Forge, was right at that point in the mountains which makes the gateway to the West, and likewise the gateway to the East, when one is travelling from the great Middle West for the eastern and southeastern sections of this great country. The name of the place was 1876 changed from Williamson to Clifton Forge, and by that name it has flourished.

The location of the shops here, of course, made Clifton Forge what it is. It is indeed the child of the Chesapeake and Ohio Railroad, and the road is proud of its infant, and Clifton Forge is, in every sense loyal to the road.

Only One Leg, However.
But for twenty years the town has been standing on one leg. It was entirely dependent upon the pay rolls of the C. & O. Railroad for its trade, and for everything else. Only for a very good thing to stand upon as long as it is strong and healthy; but no one leg is stronger than its weakest muscle. Clifton Forge has found that out, and while for nearly twenty years its one leg was strong enough for all practical purposes, it found out last year when that panic came along that it is not always wise to lean upon one crutch, even though it may have all the strength that a great railway system can afford.

Hence, Clifton Forge, under the leadership of its newly organized Board of Trade, is coming to the front and calling the attention of the wide, wide world to its natural resources, its abundance of raw material, its magnificent water power, its unsurpassed mountain climate, its healthful drinking water that comes by natural gravitation from mountain springs of purest air serene. The seventy-five or 100 men who are now working for the Board of Trade are in a position to offer special inducements to manufacturers who are in search of factory locations in easy reach of the raw material, and before they get through they are going to have several legs to stand upon.

The citizens of the town had a meeting a few nights ago and in a way recognized their business organization, and the Clifton Forge Board of Trade is now composed of the following officers: C. M. Adams, president; F. B. Staley, vice-president; J. O. Greene, secretary; J. O. Claiborne, treasurer; Judge Geo. K. Anderson, J. C. Carpenter, F. P. Staley, E. A. Sneed and Jno. Donovan, executive committee.

Want One Industry Has Done.
The newly organized Board of Trade intends for the world to know what Clifton Forge has to offer in the way of modern advantages to enterprise, energy and capital. But the Board of Trade is a great body. Great bodies move slowly, and it proposes to anticipate the officers of this live business organization, and tell the world something about Clifton Forge before President Mathews, Secretary Greene and Treasurer Claiborne get a chance.

As already stated, the town is a child of a great railway system. We have a way of abusing railroads on the slightest provocation, and it is quite likely that most of them deserve considerable abuse; but they are town-builders, and when they do build they make very firm foundations, foundations that are likely to stand until the stars fall and the world burns down. Clifton Forge was a child of the Chesapeake and Ohio made it its division point and terminus of three divisions. It is 230 miles from Richmond by the James River division, 190 miles from Richmond by the main line, and 338 miles from Cincinnati; thus it would seem that Clifton Forge is just about in the centre of the Chesapeake and Ohio system.

It was in 1876 that the railroad struck from the map the town of Williamson and put in its place Clifton Forge. Three years later they changed the division point and the shops from Staunton to this place, and they have continually added to the importance of the town by enlarging shops, increasing work, employing more men and taking a general interest in all public matters.

What Is Its Sight.
The railroad company now has here at Clifton Forge as a part of the town's industrial layout the building and repair shops, which under normal conditions employ 700 expert workmen, the round house, coal elevators, a general supply store, a hospital, a railroad Y. M. C. A. building, immense yards, including a belt line around the town for the hauling of coal and other goods, and last but not least, the Gladys Inn, a large and commodious hotel supplied with modern improvements and conveniences. The general offices of the company